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INTERESTING FROM THE ISTHMUS OF PANAMA

SISTORY OF THE PANAMA RAILROAD.

Brilliant Inauguration Ceremonies.

Address of Judge Bowlin on Laying the Cornerstone of the Monument.

SKETCH OF THE EXCURSION FROM OCEAN TO OCEAN.

Trepidation of the Panameneans on Seeing the Iron Horse,

By the arrival of the steamer Empire City from Ha

ration ceremonies on the occasion of the opening of the pated in by a numerous delegation from this city, seveal of whom arrived in the Empire City. The remainder of the party will probably arrive in the Star of the West,

HISTORY OF THE PANAMA ROAD.

The attention of the world has long been turned to-arc the Istamus as a way of shortening the route to this end in view. In January, 1835, a grant was made Zealand, by the President and Deputies of the Republic ween the two oceans-to connect the Bay of Panama river-the canal to be adapted to vessels drawing ten grant to extend over a period of fifty years.
In 1826, Colonel Biddle, brother of Nicholas Biddle,

procured a grant for a railroad or macadamized road, out to prosecute the contract, but a division had taken

to prosecute the contract, but a division had taken in the governments of New Granada and the Isth.. The uncertainty of the endurance of the new goment of the Estado del Ismo prevented any effort to take a grant in the home quarter of the Isthmus, or the reunion of the Isthmus to the New Granadian runnent, the earthquake at Point Petro occurred and papers and evidence of Salamon & Co. bearing upon grant were lost. This contract fell through.

was not until American capital and American enteretosk held of the project that this great work was led to a successful conclusion—a work that had agitated the hopes and fears of the commercial distribution of the project that this great work was led to a successful conclusion—a work that had agitated the hopes and fears of the commercial of in June, 1849, the Panama Rahroad Company organized under a charter from the State of New anoisa government and John L. Stephens, granting privilege for forty-nine years of constructing and sing the railroad. The government reserved the to resume possession at the eas of twenty years, or ment of five millions of dollars, or at the expiration thirty years, or paying two millions dollars. The pany pays to the government three per cent. of the list of the enterprise. No taxes are to be imposed on serty of the company. Government stores to be carfree.

ne, 1850, the first ground was broken on the road.

shence to the propelier Columbus, in the bay. First, three-fourths or a mile of carriage to small boats, then one and a half miles in small boats to the receiving vessel. All this handling of merchandise must be vastly expensive.

Hence the necessity is quite apparent for changing the terminus of the road, now by the charter located at Pansma. The company have purchased three small islands at a distance of one and a balf or two miles from the main land south of Pansma (the road now entering the city on the north sile), where sufficient water and protection effords a good harbor. To these islands the road will probably be carried. This is the only expedient short of a casin in the bay and a tidallockage, not impracticable, perhaps, where the tide rises and falls daily twenty-two feet. The consumed capital is now aix millions. Seven millions will be required before the narbor at Aspinwall is protected, and the iron and stone buildings and whares provided. Before the roadway's made solid and secure, and before the Pansma terminus is carried to the islands and the necessary appliances are located there for a freighting business, probably ten millions will be required, possibly twelve.

It is possible that, with so short a road, even after the completion of all these facilities and a consequent increase of freighting business, the work may be done on a single track and turnouts.

The expenses of working the road are not likely to be less than 50 per cent (propably will be more) the first two years, though the item of fuel is not expensive, it being furnished on the road at three dollars the cord. Water is now brought seven miles to Aspinwall, but takes are being built, which will contain large collections of min water. The same process will be necessary at the company's islands in Passana Bay, they containing no fresh water, as I am informed, An outlay of some \$10,0000 of the receipts will, during the next two years, probably replace the decaying ties with ligonunvitse. Along the route of the railing of the railing

SCENE AT ASPINWALL - THE TRIP ON

THE ROAD.

At 9 o'clock, on the morning of the 15th of February pinwall, with the flag of New Granada to the fore, and the stars and stripes floating at the miren. The tout en semble was pleasing beyond our expectations. The white American aspect to the town, while the shipping lying at anchor in the bay, showed signs of commercial life. The palm trees on shore gracefully waved their tall foilthat, on two sides, encircled the bay, rejoiced in the gloss of the tropical sun.

at the invitation of the Panama Railroad Company, was now arriving to join in celebrating the opening of the the road, under charge of Mr. William Whittenright, Jr. ten, Chief Engineer, and Mr. Center, Superintendent, and most beautiful sea green appearance, and at a few rods distance, the breakers, in snowy foam, roll ceaselessly on hirsty traveller. A sumptuous dinner soon after com office afforded a sight of the entrance into Aspinwall, of

made—and in this utilitarian age, where everything depends upon practical results, the inquiry arises, what is to be accomplished by it? We might reply, everything beneficial to commerce throughout the world. But, to be more specific, the distance between the indies and the ports of Europe, is to be leasened at least one-fourth, and the American Atlantic cities on-third. The long voyages, and dangerous and boisterous navigation around the capes, is to be avoided. The whole track of the western shores of the two Americas is to be brought into immediate connection by speedy transit with the eastern shores, and with Europe. Again, by shortening the routes, steam can be successfully employed to visit the remotest regions where commerce can be found—another great economy of time. It unlocks the gates of commerce to the South American republics, and rives them a speedy access to the ports of the world. To New Granada, with her extended coasts on both oceans, its advantages are incalculable. It will form an era in her history, from which will date that spirit of progress which is destined to develop her traources, and make her socially, what she is now by nature, a magnificent country. To New York, to whom justly belongs the glery of this enterprise, it will be a conductor of the world's richest commerce. But her destiny is fixed, nothing can retard her prosperity. Nature and the laws of commerce have stamped her as the future connucrous emportom of the world, and this work is but one step in the accomplishment of that design. And now, to conclude, we have but to remind you that the work is done the trimph is complete; the highway of commerce to Incia has been found, the problem of Columbus has been solved, the cars of commerce are rolling from sea to sea, their waters are indicable results. And it is our glory and our boart, as citizens of the United States, that an enterprise to tast state it nations by its magnitude has been completed by the undivided efforts or a few of our countrymen, under the fostering protecti After passing Gorgona, twenty seven miles from Aspin-After passing Gorgona, twenty seven miles from Aspinwall, near the confluence of the Chagres and Obispo rivers,
and the junction of the two valleys of the Chagres are
the Rio Grande, through which the read is constructed,
the train stopped. On the left flowed the Chagres river,
and on the right, at a few yards distance, rose a conical
fill of regular form. Perfect in form, and striking in
appearance, this bill proclaims itself the proper site for
the menument to the original grantees of the road.
Palms, tall and graceful, scattered nere and there, decorated the hill, and fringed the vales below. The vales,
that spread away on all sides and with their bills and
the valley of the river, lent a picturesque variety to the
scene, onequalled on the line of the road.
Mr. Whitewright, after placing a tin box upon the
corner store, of whose contents he could not inform us,
introduced to the assembled company his excellency
Judge Bowlin. United States Minister to New Grands,
as having kindly consented to deliver the address appropriate to the occasion.

ADDRESS OF JUDGE BOWLIN.

ADDRESS OF JUDGE BOWLIN.

in the language of Holy Writ, "merchant princes," and the ruins that have everywhere maraed its course, alks attest its power to build up and destroy. It built up Painyra in the desert and left her palaces in marble only to periab and become a more conspicuous monument in her ruins of her former glory and renown. Alexander the Great, after desiroying Tyre, as a rival, founded his great city after his own name, that she might, in the enjoyment of that trade, beccue the queen city of the world. And then she too had her age of glory and of shame. Constantineple followed in the train—then Venice, whose glory was dimmed and then obscured by the discovery of the passage around the Cane of Goo! Hope. Then commenced a new strengle for that trade which enriched nations and cities in its march over Europe. Lisben reaped the first fruits of a discovery, the luonor of which belonged to her country. The Dutch and English were her rivals, until after a conflict of mere than two centures England triumphe in securing every commanding point is the new route, and controlled its destiny—making London to the modern world, what Tyre, Palmyra and Alexandria were to the nuclent. In the beginning of the struggle for the control of this commerce, Columbus proposed a new hypothesis, founded upon philosophic views—that the earth was globular, and that the true route to the East was Crougha western channel. In his effort to demonstrathis problem, he discovered to the world a hitherto unknown hemisphere. He established the truth of his position, but a continent intervened to check him in his career. This led to a new truggle to find a passage to india

through.

Along this section of road, on the Aspinwall side, the road has settled into consistence. The original pine ties are fast rotting out, lasting but about eighteen months, and are being supplied with lignumvits, which promise to last a long term of years. These coat \$1 40 per tie. At twenty three miles from Aspinwall, we crossed the Chagres river on a substantial bridge with stone abutments. Here a beautiful glade opened park-

We meet here to day, to commemorate an epoch in history destined in future to give new life and animation to commerce, and, by facilitating intercourse, to national renown a brighter lustre. It is our pride and pleasure to announce to the world, from the summit of the 1sth mus which divides the two great oceans, that the barrier to intercourse between them has been broken down by individual enterprise; that their waters are jinked together by bands of iron; and that the car of commerce now rides triumphantly from sea to sea, free commerce now rides triumphantly from sea to sea, free and unshackled to the trade of the world. That the time has come when the prediction of Columbus, that the route to India and her rich commerce was through the West, is no longer a speculative theory, but a solved problem, worked out by American genius, and American enterprise. It is the triumph of this great idea, the completion of this great work, which forms an event in the history of commerce that we have this day assembled suitably to commemorate, by erecting a monument, not to record military deeds and barren victories, but the loftier triumphs of the progress of civilization. The monument we this day lay the foundation of, is to perpetuate the deeds of men who courted glory, not upon the tented field, but in works of utility and progress, to better the condition of human ity through quiet and unobfravive struggles. It is the spirit of progress, the triumph of art, the creations of genius, that this monument is to commemorate. Individual genius has originated the design, and individual enterprise has prosecuted this great work of connecting the seas—a work which had builted the speculative the orists of three centuries—and, by industry and perseverance, has accomplished the object and laid the foundation of a new era in the commerce of the world, quite as startling and more promising of results than the discovery of the ocean route to India. We meet here as citizens, representing in our sympathies two republics, alike interested in the consummation of this great enterprise, to extend the hand of fellowship and unite in mutual congratulations for the bright prospects to open in the future to our relative countries and contrymen in this unparalleled work, with no other rivalry than a invalide ambition to excel in fostering and encouraging an undertaking that equally redounds to the glory of both republies. It is the glory of New Irenada that her territory is the theatre of this magnificent enterprise, and that on her soil is planted the monument to recor and unshackled to the trade of the world. That the

On the 17th, after breakfasting at the principal restaurant, the hotel net furnishing meals, the party proceeded to the residence of Mr. Munro, the agent of the through a gate in the city wall, over the rocky bed of the Pacific, the tide being out, some three-quarters of a mile to the small boats. Here the party were taken, by

At 8, P. M , of the 17tn, a party of about seventy persons sat down to dinner at the Aspinwall House, Panama. Mr. Whitewright presided. On his right sat his excellency, Don Pedro de Diego, Governor of Panama;

On the mercines.

On the mercines of the 18th a delegation of Panama-nians called upon the railroad party, and in handsome terms precented an address complimentary and patriotic in its lone.

past one at night, eleven hours after the accident, a train arrived up from Aspinwall. The passengers and taggage were immediately transferred, and at 5 A M. on the morning of the 10th reached Aspinwall. This incident only added variety to the otherwise, perhaps, too mornotorous and unaccustemed manner of crossing the isthmus. It gave us a taste of a night upon the istimus, and a relish for the lunch of workingman's fare, which the kindeas and activity of Col. Totten and Mr. Center produced for the party at the Obispo station.

A richer treat, and more refined, awaited us at the house of Mr. Bourn, the steamship company's agent at Aspinwall, in a sumptious breakfast, that, in variety and abundance of good cheer, rivalied the deguarer at la fourchette of the Bolivia.

It was understood that the Isthmusians designed giving a ball, on the evening of the 16th, to the railroad party and others, as their demonstration in the celebration of opining the road, to be followed by a dejouser on Tuesday morning, the 20th, at Aspinwall, given by the railroad to the Fanamanians and others. These would close the festivities of the occasion. For this ball and breaklast the majority of the party sailed may their stay on the isthmus.

the feativities of the occasion. For this bail and break test the majority of the party did not delay their stay on the isthmus.

At 9.A. M of the 19th the party sailed away from the hospitable shores of the isthmus, bearing away with them agreeable recollections of a most enjoyable trip, and of the recognition of the kindest hospitalities.

The burning sun of the listhmus, however, the rank and tangled forest growth, fortid swamps, the maddy, sluggish stream of the Chagres and other rivers, the absence among the geople of our familiar comforts of lite, the fifth, privation and fatigue that had met our eyes on all sides upon the isthmus, had prepared us for willingly turning our faces homeward. We could but imagine what must have been the privations of those who made the parage of the isthmus in the time of mules and Chagres bonts, and thank American enterprise that we had enjoyed the benefit of railroad transit. Three hearty cheers carried our adieus to a party of our entertainers on the wharf, and to four of our party remaining over until next steamer, and a line return watted their parting greetings to us as the El Dozalo moved away into the bay to the sound of a parting saints from the cannon on shore.

Success attend the noble enterprise, the Panama Hallroad, and may it, as a paying enterprise, equal its deserts. If it should not the world will be still the gamer by its completion.

We are having a slow gassage through the Carfibbean

is, if it should be the completion. Its completion. Its completion. We are having a slow passage through the Carribbean the country to the country that the country is the country to the country that the country

respects.

The pressure of events during the short stay on the lathmus, and the oppression of sea sickness on this voyage, must be an apology for whatever short comings may be apparent in this account of YOUR CORRESPONDENT.

Beyond Gorgona the road is still much of it built on wooden supports over ravines, and presents an insecure

sppearance, and really is so when we consider how rap-idly the slender wooden piles decompose in this climate. But the process of filing in and of supplying iron bridg es is going on, and will be continued, I understand, untithe whole shall have a solid foundation.

At 1 1/2 P. M. the train reached Panama, having made the passage, with over 400 persons, is four and a half hours, including half an hour's delay at Monument hill. As truth is stranger than fiction, we do not wonder at this vast improvement on the heretofore tedious passage

by boats and mules, occupying as many days and involv

by boats and nules, occupying as many days and involving a world of fatigue.

Fanama with its stone bouses of three stories high, and thick walls, its churches and heavy fortifications, presents a strong fipanish contrast to Yankee Aspinwall is universally admitted to be pestilential. This difference was observed by the officers of the road in the effect upon the health of the workmen. Those who, while engaged on the Atlantic slope were sick, enjoyed health when the summit had been passed and they inhaled Pacific sirs.

the summit had been passed and they inhaled Pacific airs.

Fanama within the walls, with its substantial stone buildings and narrow gutter shaped and gutter-paved streets, lowest in the centre, presents a strong contrast to Fanama without the walls. Outside—the saburba-we had to thread on our way from the cars to the city, are unpaved and irregularly built up with bamboo huts, thatched with palm leaves, containing one and sometimes two rooms, with two doors on opposite sides, but no windows. Here numbers of women and children, of mulatto and black color, hived and equatted on the ground, or swump larily in hammooks, heat and dirt preponderating over all other elements. The women practice the fashion of letting one side of their dress fall off low down on the arm, to expose one aboulder, and were their thin dresses cut very low in the back, that as

Appointment by the President, it and with the appointment by the President, or the senare. General Winfield Scott, of the army of the United States, to be lieutenant General by brevet in the same for enument services in the late war with Mexico, to take rank as such from March 29, 1847, the day on which the United States forces under his command captured Vera Cruz and the Castle of San Juan de Ullos. Farat Starring Case -A lad named James McGill, aged 17 years, died yesterday at the residence of his which he received with a penantie in the hands of James

SCALEED TO DESTR.-Coroner Wilhelm held an inquest yesterday upon the body of Gottlieb Barth, a butcher, lately residing at 197 avenue A, who came to his death

AFFAIRS IN WASHINGTON

Important Debate in the Senate on the Tariff Question

THE PROPOSED MODIFICATION'S REJECTED.

THE TEXAS CREDITORS BILL A LAW. The Army Bill Passed in Committee of the

House.

THIRTY-THIRD CONGRESS.

and Charron, (wing) of the solution of the tariff.

Mr Hunder, (dem.) of Va., said he disliked such incorporations, and would not advocate such a measure to originate here, yet it had so come from the House, and the tariff previsions were more acceptable to the majority of the Senate than those of any previous bills.

Mr. Clayton—We must recollect that here is a proposition to change the whole tariff system brought in the last three days of the season, which need a month's consideration. The House of Representatives has been entirely changed in character by the late tremendous political revolution. I am against forcing a measure upon the country in this manner. This is carrying precedents too far for my acquiescence.

Mr. Broadmen, (dem.) of Pa.—I am opposed to this incorporation of the tariff in view of coming events and the peculiar character of the next House of Representatives. Such a measure will come back to plague its inventors before a year from this time. The Senator from Virginia says the plethora of the public treasury demands this measure. The falling off this year of six millions from the House. The falling off this year of six millions from the House, the Texa Creditors bill just signed, and other measures, will soon reduce the plethors of the treasury. I hope we will go on and pass the Appropria

nity cents, and below sixteen cents, be admitted free of duty.

Mr. Coopen, (whig) of Pa.—This tariff provision requires great deliberation. If this tariff incorporation prevails, I shall move as an amendment to the bill the French Spollation bill, and somebody size will move to tack on the flarbur and River bill, and another to incorporate Miss Dix's bill for the insance. If you establish this precedent you will find every imaginable measure tumbled incongrously upon the Senate at the close of the session, adding, if possible, to the confusion which generally prevails at that period. I would as willingly see all the unites repealed, as witness the enactment of such sections as those relating to the tariff in this bill.

Messrs, Prance, (whig) of Md., and Bayane, (dem.) of Del., thought it would be better to defeat the appropriation bill than to pass it in its present form.

Mr. Benjame, (whig) of La., objected to the bill, alleging that, in making a scale for reduction, an undue advantage had been given to manufactures.

Mr. Huvern and that as this measure was carried by

An amendment was offered that the recess be till 7 o'clock. Lost.

Mr Johnson's motion finally prevailed, and the Senate took a recess until 6 o'clock.

EVENING SERSION.

FAX OF THE AMERITAGE.

Mr. SEWARD'S resolution, providing for the payment of members of Congress prevented from attending by sickness, or who were, by sickness in their families, or by necessary business, mable to take their seats at the commencement of the seasion, was taken up.

Mr. CLAVION moved to strike out "necessary business."

ness."

A discussion followed between Mesars. Seward, Toumbs and Clayton, when the amendment was rejected and the

reclution passed.

Mr. Heoderkan now tried to get the House amendments to the Bounty Land bill before the Senate, but this was THE CIVIL AND DIPLOMATIC HILL.

Was taken up.

Nr. Sawann—Another objection to the bill was that it was sprung upon the House within five or six days of the end of the session, and the manufacturers have no time to remonstrate. I have a letter from a manufacturer of bichromate of potash, stating this change will injure him.

Mr. Bancken—What's bichromate of potash?

Mr. Bancken—What's bichromate of potash?

Slave set.

Both were laid on the table.

Mr. Wann, (free soil) of Ohio, said he should not be driven to rote upon a subject which he had not time to examine. I am a protectionist. The agricultural the most important of all occupations, is joopardised by this measure. I cannot persuade myself that the House has not the constitutional right to affix any condition to their means with.

this measure. I cannot persuade myself that the House has not the constitutional right to affix any condition to their mozey bills.

Mr. Nawaro (interrupting)—Has the House the constitutional right to attach a provise for the admission of a State to a general appropriation bill.

Mr. Warae-Good forbid I should say no, for the time may came when that may be done, and I would be the last to question the constitutional right of such.

Mr. Warae-Board forbid is should right of such.

Mr. Warae-I have listened to Mr. Wade, and am sick of this ralk about protection. We have hed Eugocombe specifies enough to night about the labor of the country. Everything that has been said on the subject for twenty years past has been regulated. All the predictions about danger from the want of protection have been failified. In 1846 the interests of the manufacturers were sacrified for political considerations. Mr. Wade had remarked that he (Wilston) was a Know Nothing upon this subject, and so most of the Senator appear to be in 1841 the Senator from New York would for incorporating the River and Harbor bill upon the Civil and Lipicinatic bill, of that year. That was not more incomprisons to the subject than this tariff qualification. I shall support this bill, because I believe it will subherve this interest of my wen fitted, as well as these of the country.

extion. I shall support this bill, because I believe it will subserve this interest of my swn fittate, as well as those of the country.

Mr. BROUNDAD asked a division on the question. The first part of the amendment by the Senator from North Carolina was for the benefit or the railroad interest in the South and West. The latter part was intended to benefit the manufacturers of New England. Here was combination of pro-lavery and aboliticalizes pro-lavery and Know Nothingiam. He congratulated his Southern friends upon their new ally in behalf of free trade. His friend from Nassachusette intimated that the idea of protection was to be abandoned. It was a long time since such an idea had coine from that quarter. He would remind the Senator that the slave trade originated in Massachusetts as well as free trade notions. He could understand way the Senator from Massachusetts was in favor of free trade. The slave property of the South is worth about fourteen hundred millions of dellars. If a direct taxation be reserted to, a great part of that hurthen will fail on the slave States Massachusetts corporations have get rich by protection. New size wants dysesumis and wool free, and to get this she is willing to give Southern railroads

out

Mr. Wilson (resuming)—The duty will be twenty fice
per cent and the cost of importation nearly fifteen more.
I suppose this bill will be defeated and go over to the
next Congress.
Mr. Sawann (interrupting)—Have you more cost
dence in the next than in the present House of Repre-

cence in the next than in the present House of Representatives.

Mr. Wilson—I don't know why I should not have ne much, and I certainly have more political sympathy with the next House.

Mr. Hillown—I am glad to find that Massachusetts has taken the right ground upon the subject of free trade. I hope by and bye abe will be right on slavery also.

Mr. Jones asked Mr. Radger to withdraw his amendment to allow the Senute to come to a direct vote on Mr. Clayton's proposition to strike out everything in relation to the tariff from the bill.

Mr. Banour withdrew his zmendment.

Mr. Watter with the withdrew his proposition.

Mr. Watter with the withdrew his zmendment.

Mr. Banour with the with the withdrew his zmendment.

meeting.

Mr Mason object to anybody taking the gentleman

Mr. Clarrox.—Too see, sir, I am overloaded with questions.

Mr Masses—I object to anybody taking the gentleman from me. I want to ask whether the party which the lension from leisware calls the American party is not now in possession of the government of Melingao?

Mr. Clarrox (to Mr. Russ)—You will and out, within the next fourtiesn months, whether the American party is notice of Jelaware. (To Mr. Mason)—And you will find, very shortly, whether there are any of them in Virginia. You take of discusion. If you Senators—you, and each of you.—and the Representatives in the other House should resolve here that the Union be dissolved, the great body of the pouple are so attached to the Union that they would come here and hang you all, or sloc threw you into the Potomae.

It was now half part 10 P. M., and Mr. Brothead moved for an adjournment, and asked the years and nays for so doing. Nays, 22: year, 24.

Mr. Boronas, (dem.) of III.—I am for a reduction of the fariff to a simple revenue standard. I am a free trade man, but I cannot vote for such a measure as this. I want to know something about the bill. I am willing to reduce the tariff upon the principles of that of 1846, twenty per cent, but I understand that there are great intractions of the principles of that the file of the distributions of the principles of that the file of the third of the most intractions of the principles of that and a wood reduced from thirty to eight per cent, instead of twenty-four per cent, according to the general scale. Gentleman from the North tell me they go for this measure because it is but the protective measure they have very had, and therefore, the fellequation from Massachusetts in both houses go for it. Illinois is one of the largest wood growing States in the Union. 60 of the Western States. You ask me to go, under these chromatances, for a reduction of the weed duty from 50 to 8 per cent. If this bil was 4 in itself, i would not vote for it, because it is revolutionary in its character. If you can get this into an approp

Mr. Bewant recumed—I have never resorted to any factious contrivance to carry any measures, however important they may be to humanity. The Senator from South Carolina asks me what I alsold asy if the next House of Representatives should send in a bill for the repeal of the Fugitive Share law? Those they will and I believe they will also require the restoration of the Missouri line, and problidion of slavery in the Territories. Everyince I have been in Congress, I have resisted the tacking of measures together, and Senators will hear me out in the statement that when I have been asked to concur with "propositions to introduce a bill to repeal the Fugitive slave act under another bill have uniformly refused. ("Yes, yes," from severa Senators.) I new tell these gentlemen that if they over throw the rules which are made for the preservation of the Rouse, and of the President shall aft in the signature to a measure thus carried, all I can say is, that I shall consider when the time comes, and those who extallish this precedent court take the son acquences which will naturally few therefrom.

The question was then taken upon Mr. Chayton" amendment, proposing to strike out all relating to the tariff from the till. Year 24, nays 21.

At half past eleven a motion was made to adjourn, which was carried—year 14, nays 22.

House of Representatives.

House of Representatives.

Washington, March 1, 1855.

Much comparatively unimportant business, amid a great deal of confusion, was transacted in the House this moraling, including the passage of eight private bills, and one amendatory of the art carrying into effect the ecolopoutly treaty between the United States and Great Britain.

Firstell.

The ARRY AFFROYELATION SILL.

The House then went into committee on the amendments of the Hennie to the Army Appropriation bill.

The Fennie's amendment was agreed to, authorizing an addition to the army of two regiments of infantsy and two of cavalry, and providing for the appointment of one additional brigadier general. Two and one half millions of dollars were appropriated for their support.

The committee rose, and its action on the above and other amendments was reported to the House for concurrence, when the House, at 11 o'clock, adjourned.